Granary Corridor

Community Meeting

Minneapolis
City of Lakes

Kimley-Horn and Associates, Inc.

May 9, 2012

GRANARY CORRIDOR

Kimley-Horn and Associates, Inc.

Welcome & Introductions

Council Member Diane Hofstede

Presentation Outline

- Project Overview
- Project Process
  - Alternatives Development
  - Evaluation Methodology
  - Analysis Results
- Next Steps

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Project Overview

Project History

- Southeast Minneapolis Industrial Area (SEMI)
  - SEMI/Bridal Veil Master Plan - 2001
- Central Corridor LRT
  - Memorandum of Understanding for Washington Avenue Pedestrian/Transit Mall - 2008
- Minneapolis Public Works
  - Capital Improvement Program
    - Malcolm Ave SE extension – 2008
    - 25th Ave SE extension – 2011

Project History

Project History

- Many other planning efforts, including:
  - Minneapolis Park Board
    - Missing Link Development Study Report - 2008
  - University District Alliance
    - Transforming the Materiality of the Void - 2010
  - Minneapolis Public Works
    - Analysis of Rail Operations in the Granary Road Corridor - 2010

Project Stakeholders

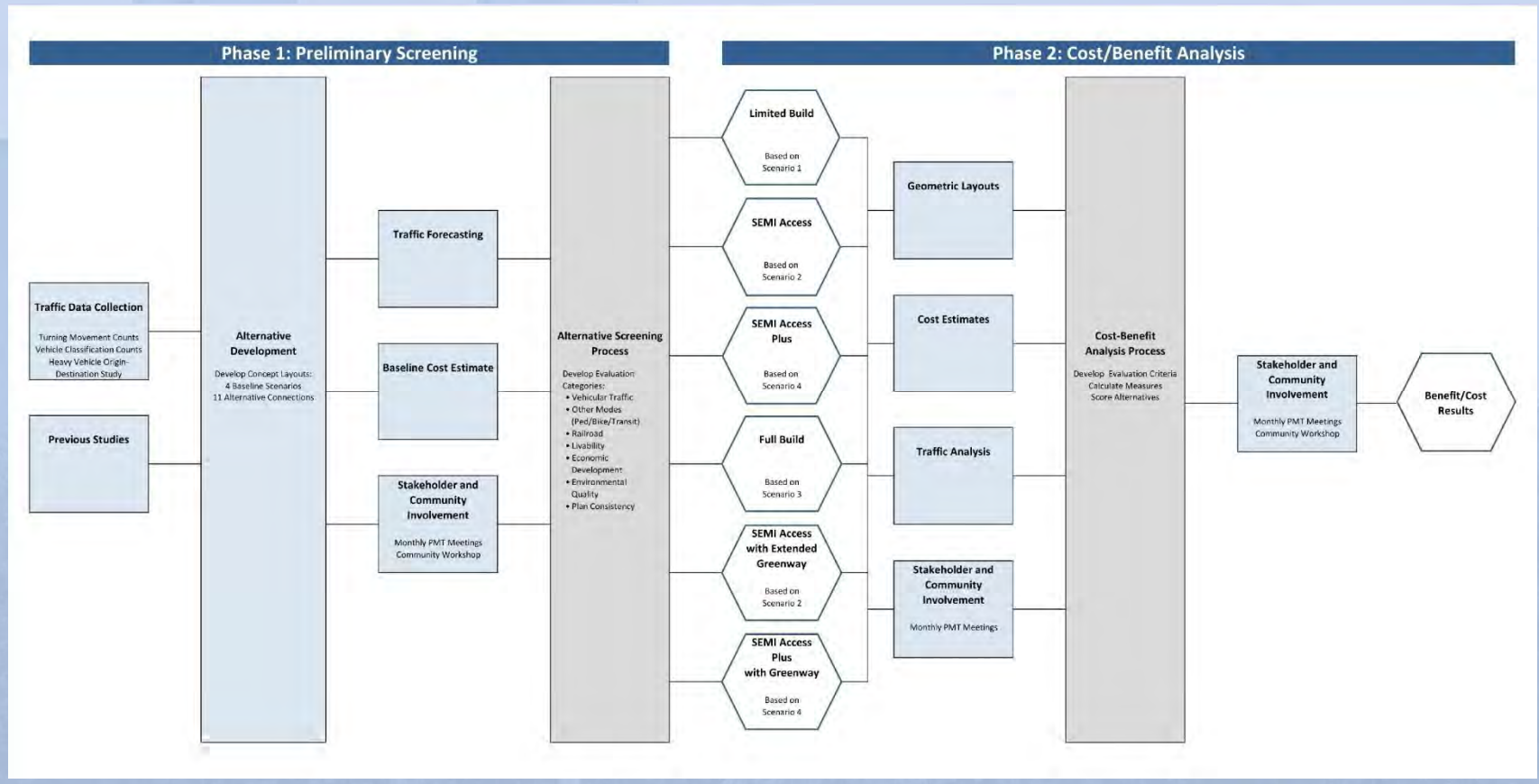
- City of Minneapolis*
- Hennepin County*
- University of Minnesota*
- University District Alliance*
- Minneapolis Park and Recreation Board *
- Metropolitan Council/Central Corridor Project Office
- City of Saint Paul
- Marcy Holmes Neighborhood Association*
- Prospect Park East River Road Improvement Association
- Nicollet Island East Bank Neighborhood Association
- Minneapolis Riverfront Partnership
- Southeast Business Association
- Dinkytown Business Association
- Stadium Village Improvement Association

* Project Management Team

Project Study Area

Project Process

Project Process

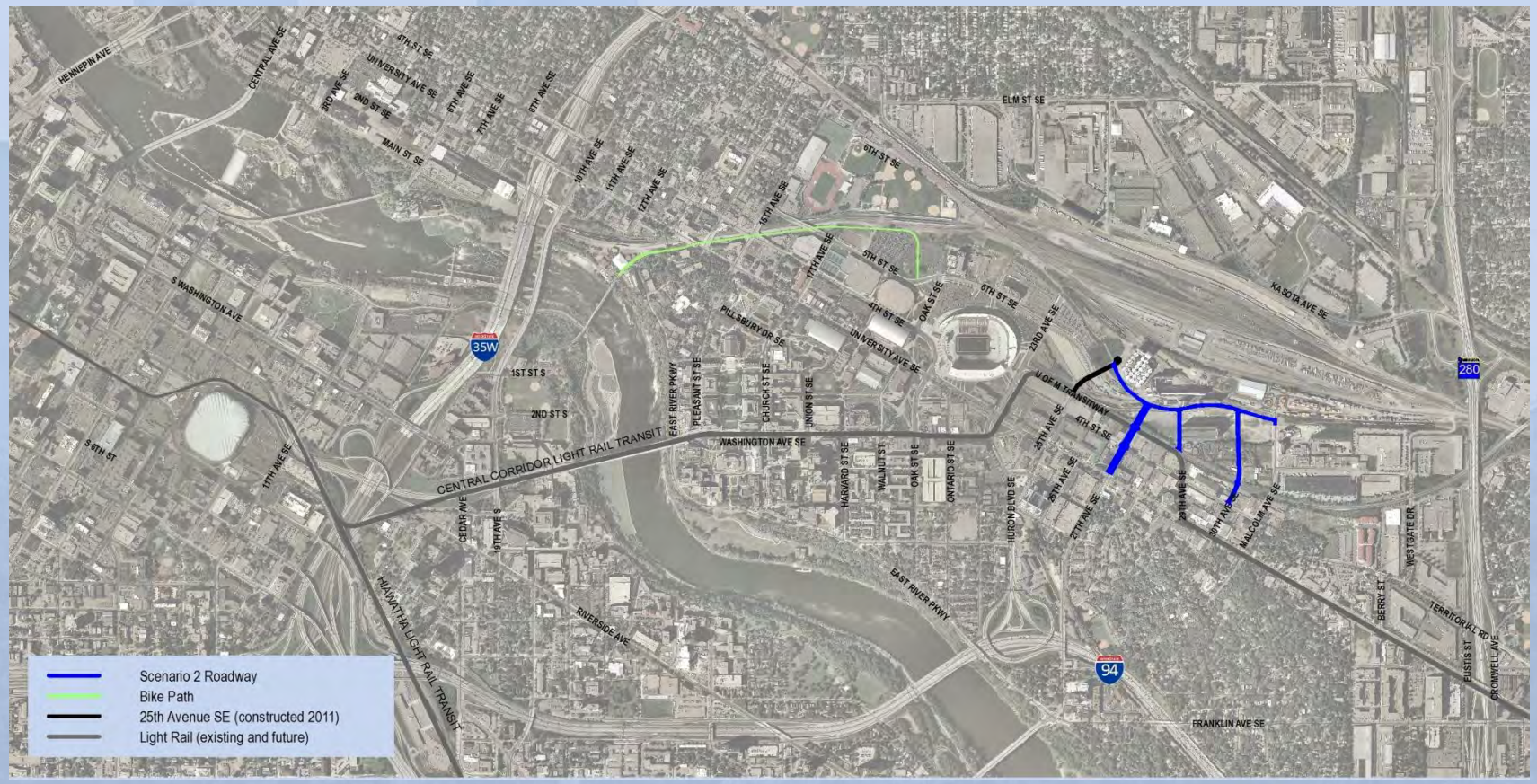


Phase 1 Alternatives

- Baseline Scenarios
  - Phasing as well as long-term plan for the corridor
  - Consider alternative transportation
- Alternative Connections
  - Evaluate full range of benefits and impacts

Phase 1 Alternatives – Baseline Scenario 1

Phase 1 Alternatives – Baseline Scenario 2



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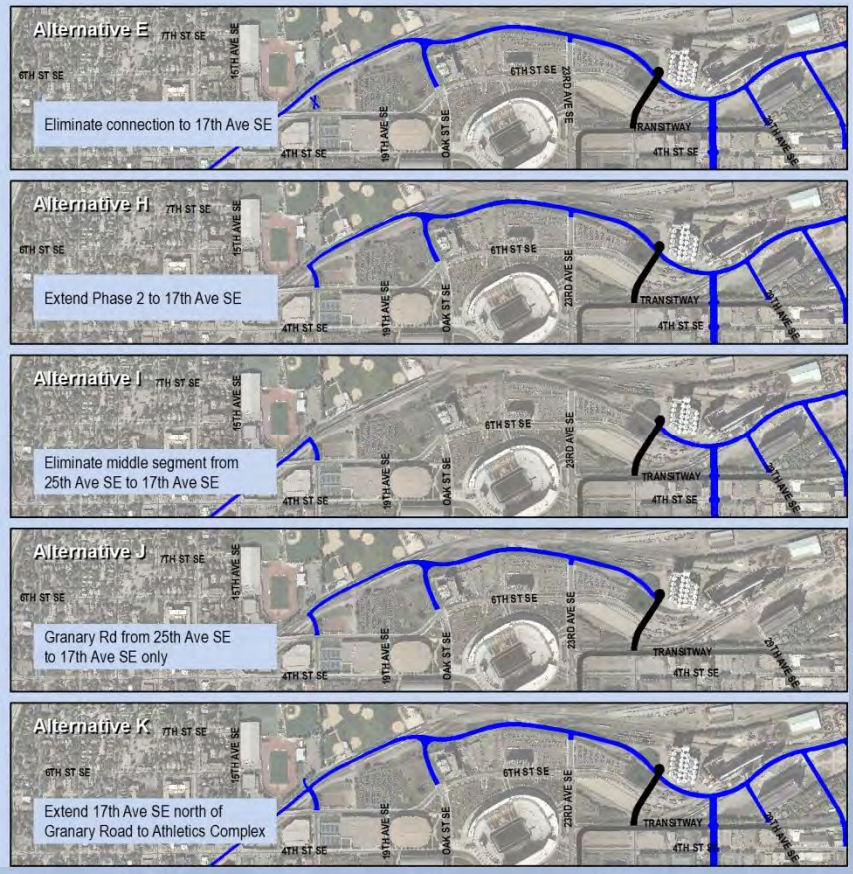
Phase 1 Alternatives – Baseline Scenario 3

Phase 1 Alternatives – Baseline Scenario 4

Phase 1 Alternatives – East End Connections

Phase 1 Alternatives – Middle Connections



Phase 1 Alternatives – West End Connections

Phase 1 Screening

- Qualitative anticipated benefits (compared with baseline)
- Qualitative anticipated impacts (compared with baseline)
- Quantitative benefits/impacts
  - 2030 traffic forecasts

Phase 1 Screening Results

- Make connection to TH 280 (Alternative A)
  - Traffic benefit to University Ave SE
  - Forecasts do not show traffic impacts east of TH 280
- Make connections to 17th Ave SE (Alternatives H and K)
  - Evaluate costs and relative benefits in more detail in Phase 2

Phase 1 Screening Results

- Make connections to 2nd St SE and 11th Ave SE (Alternative C)
  - Greatest traffic benefit to University Ave SE and 4th St SE of all the connection alternatives
  - Greatest potential traffic impact on neighborhoods

Phase 1 Screening Results

- East River Pkwy (Alternative F)
  - Connection to Main St SE increases traffic on East River Pkwy and on Main St SE by 1,200-2,500 vehicles/day (40-70% increase)
  - Connection of East River Pkwy to Granary Road does not draw significant additional traffic (100-500 vehicles/day)
    - Construction of East River Pkwy does not preclude Granary Road construction or vise versa

Proposed Evaluation Criteria

Vehicular Traffic

T1. Reduces traffic congestion
T2. Decreases traffic volumes on University Avenue & 4th Street
T3. Improves study area connectivity
T4. Decreases interaction and conflicts between future traffic and other modes
T5. Vehicular access to existing property and uses

Other Modes (Bike/Ped/Transit)

OM1. Facilitates bike and pedestrian travel
OM2. Facilitates transit use
OM3. Multi-modal environment and experience

Railroad

RR1. Changes to existing rail operations

Environmental Quality

EN1. Environmental quality (air)
EN1. Environmental quality (noise)
EN1. Environnemental quality (contaminated sites)
EN2. Storm water and water quality

Livability

L1. Creation of destinations, open space/public space, and points of interest
L2. Connection to the Mississippi River
L3. Cohesiveness of the community
L4. Improvements to visual quality
L5. Biodiversity
T6. Future traffic volumes remain in acceptable thresholds for street type
L7. Impacts of future traffic on adjacent properties and neighborhoods
L8. Impacts on historic character/features

Economic Development

ED1. Access (all modes) to parcels identified for future development or redevelopment
ED2. Impacts on access (all modes) to existing underutilized property not currently identified for redevelopment.

Plan Consistency

P1. Supports City of Minneapolis policies and Comprehensive Plan
P2. Supports University of Minnesota policies and Master Plan
P3. Supports policies and goals of adopted neighborhood plans and other agency plans

Workshop 1 – July 2011

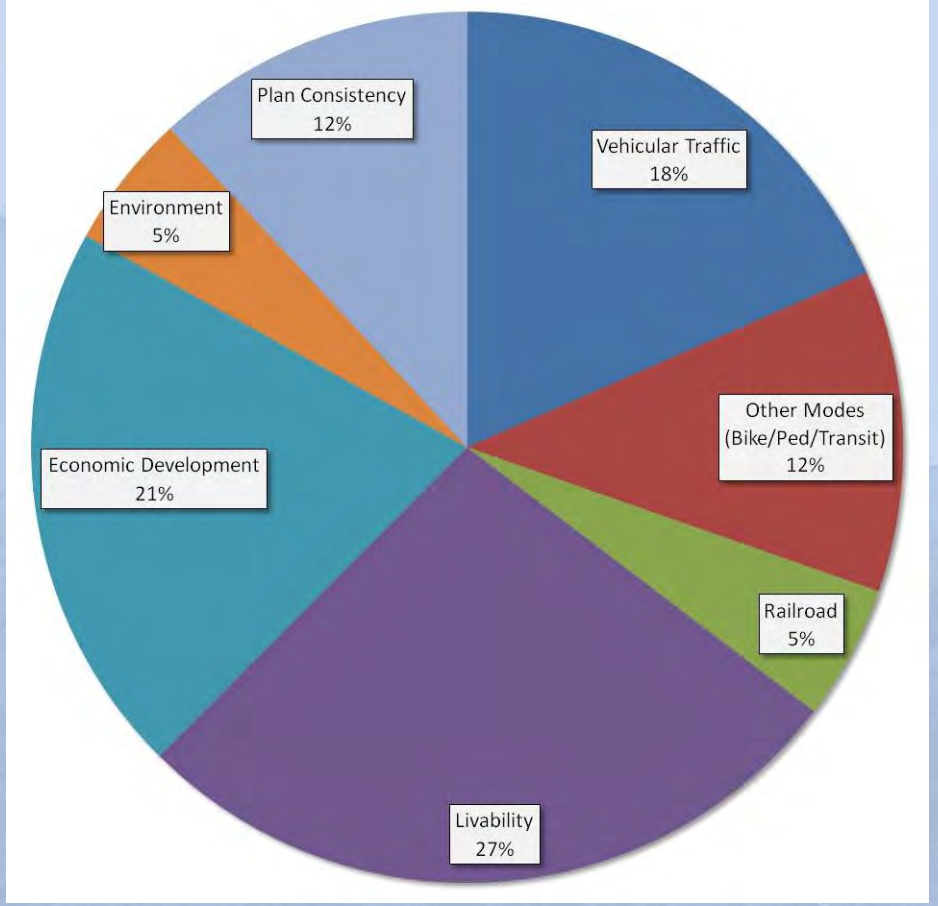
- Objectives:
  - Present Phase 1 alternatives and screening to representative group of stakeholders
  - Gather input on alternatives recommended to move forward to Phase 2 analysis
  - Gather input on proposed evaluation criteria for Phase 2

Workshop 1 – July 2011

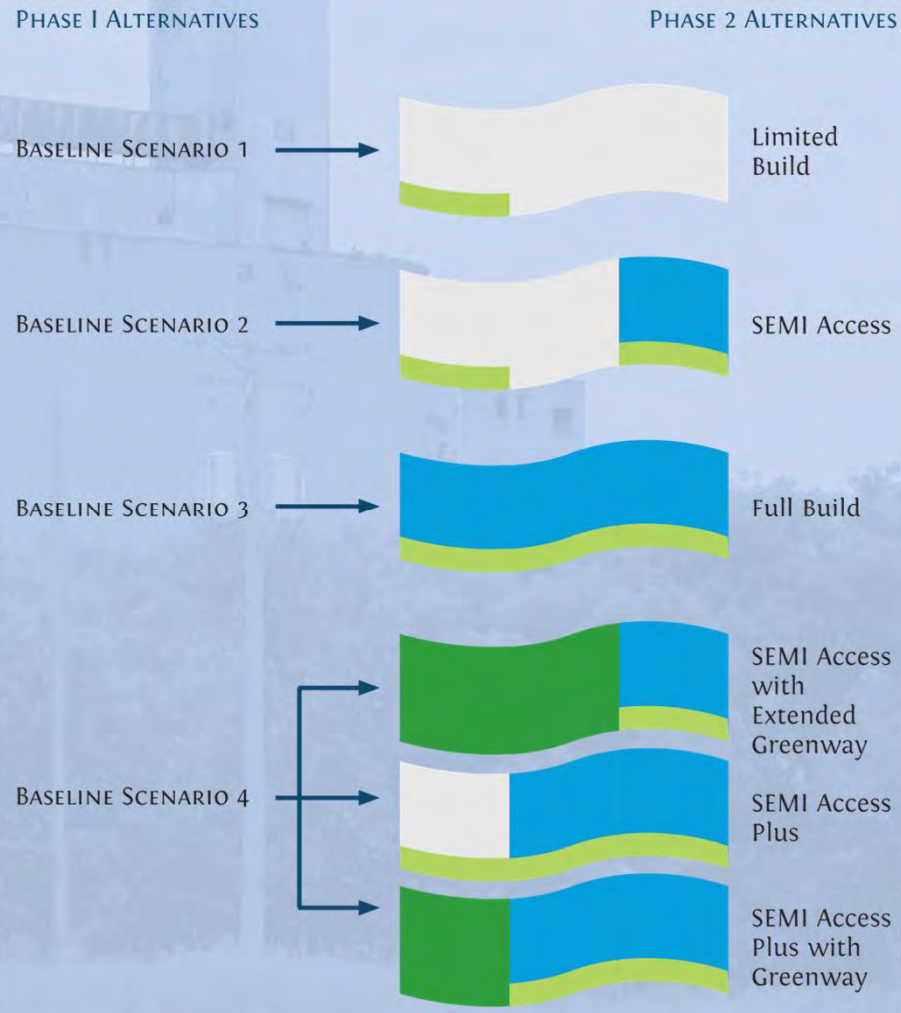
- Results:
  - Include additional greenway alternatives in the analysis
  - Evaluate an alternative that eliminates middle roadway segment
  - Criteria weighting (voting exercise)
    - Traffic
    - Other Modes (Ped/Bike/Transit)

Workshop 1 – July 2011

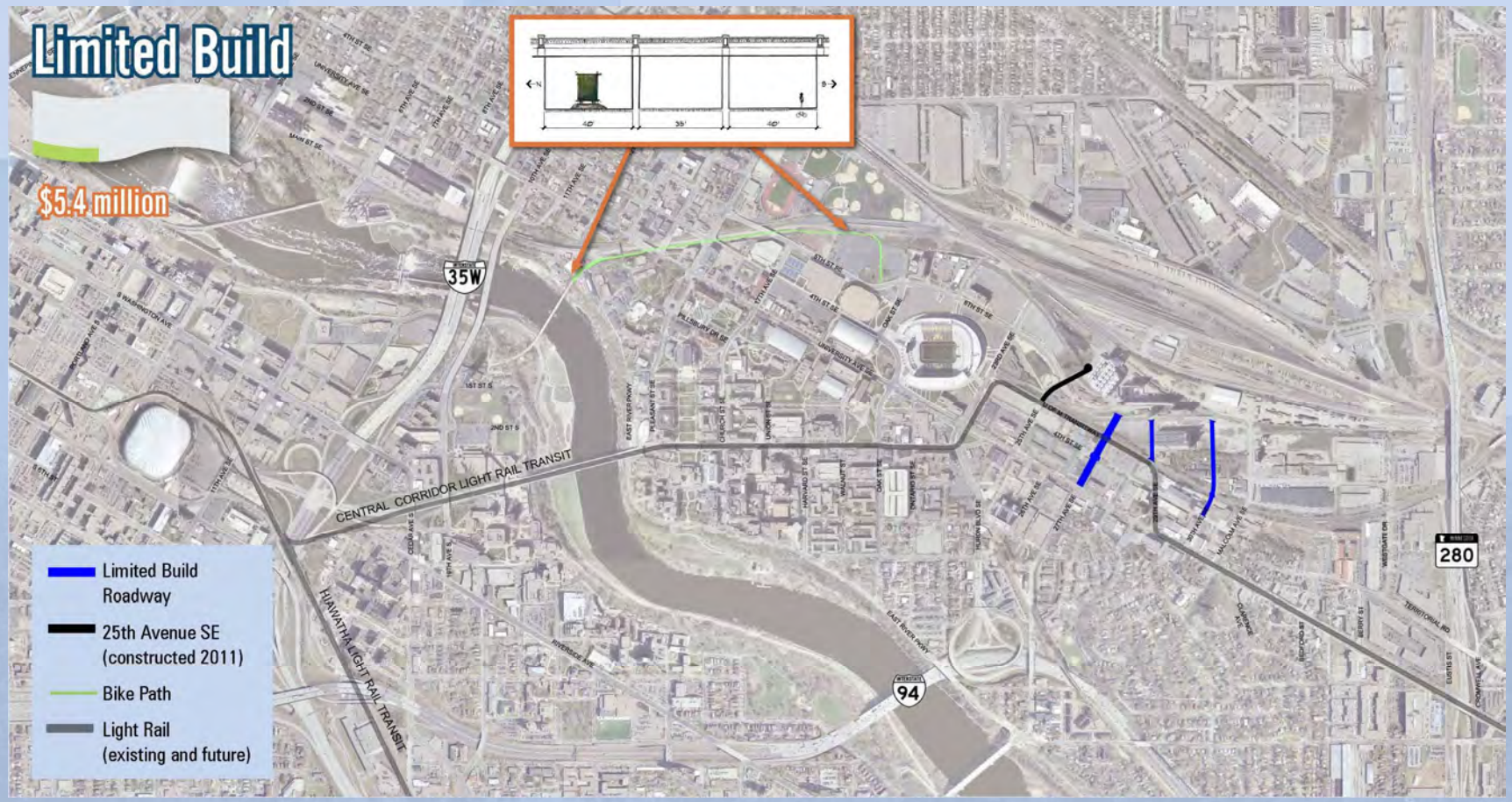
- Results:
  - Criteria weighting (voting exercise)



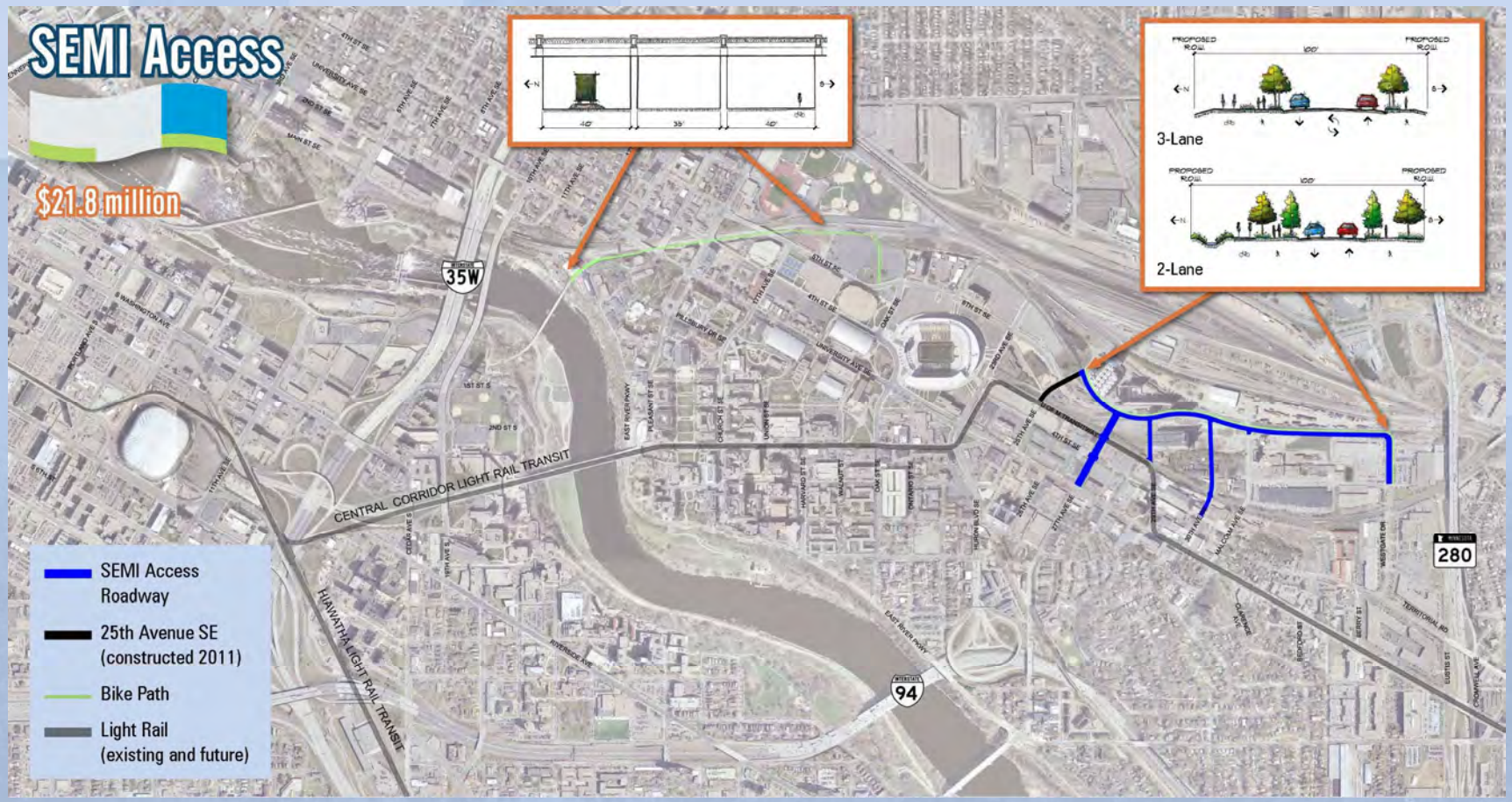
Phase 2 Alternatives



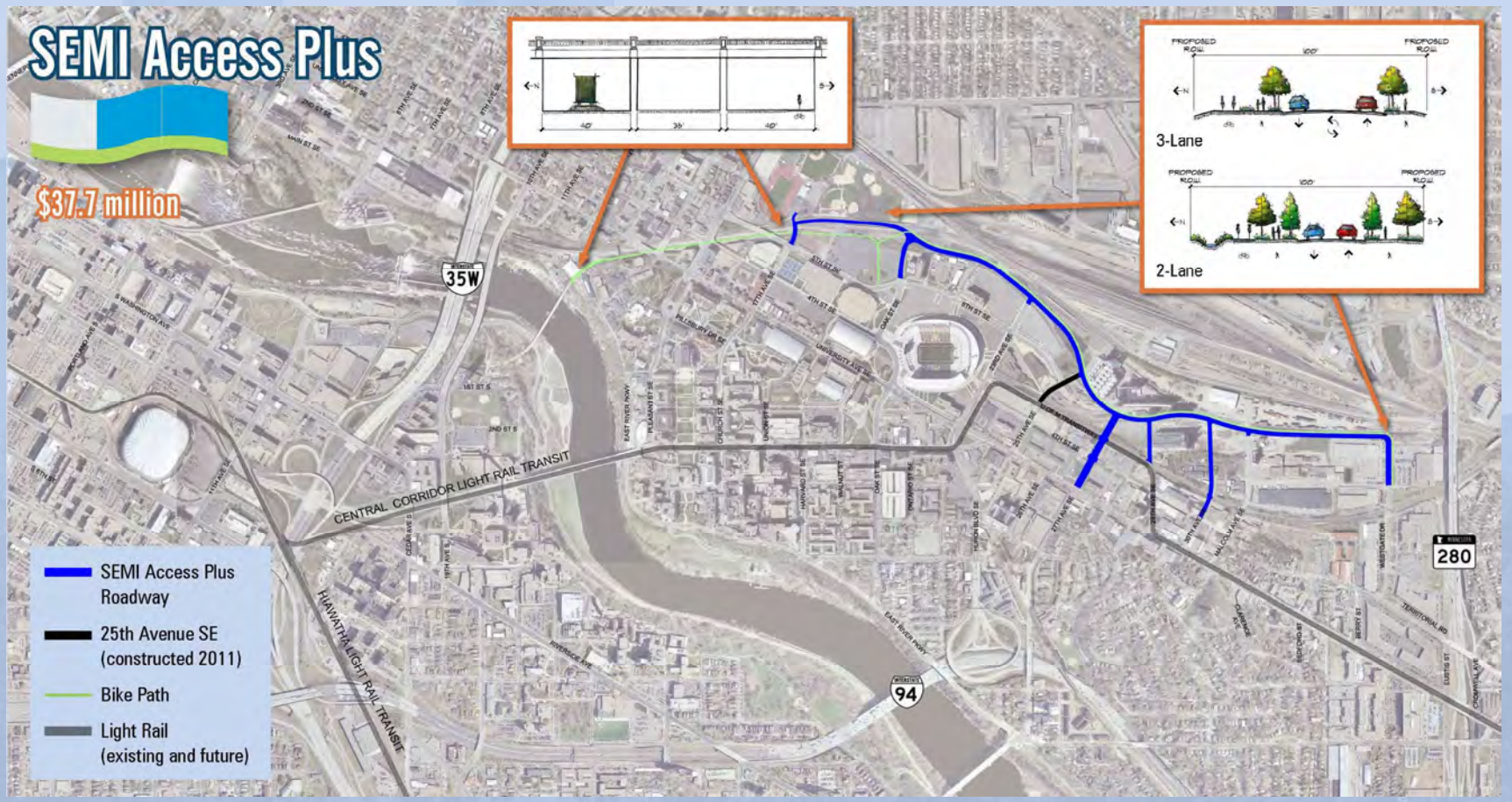
Limited Build Alternative



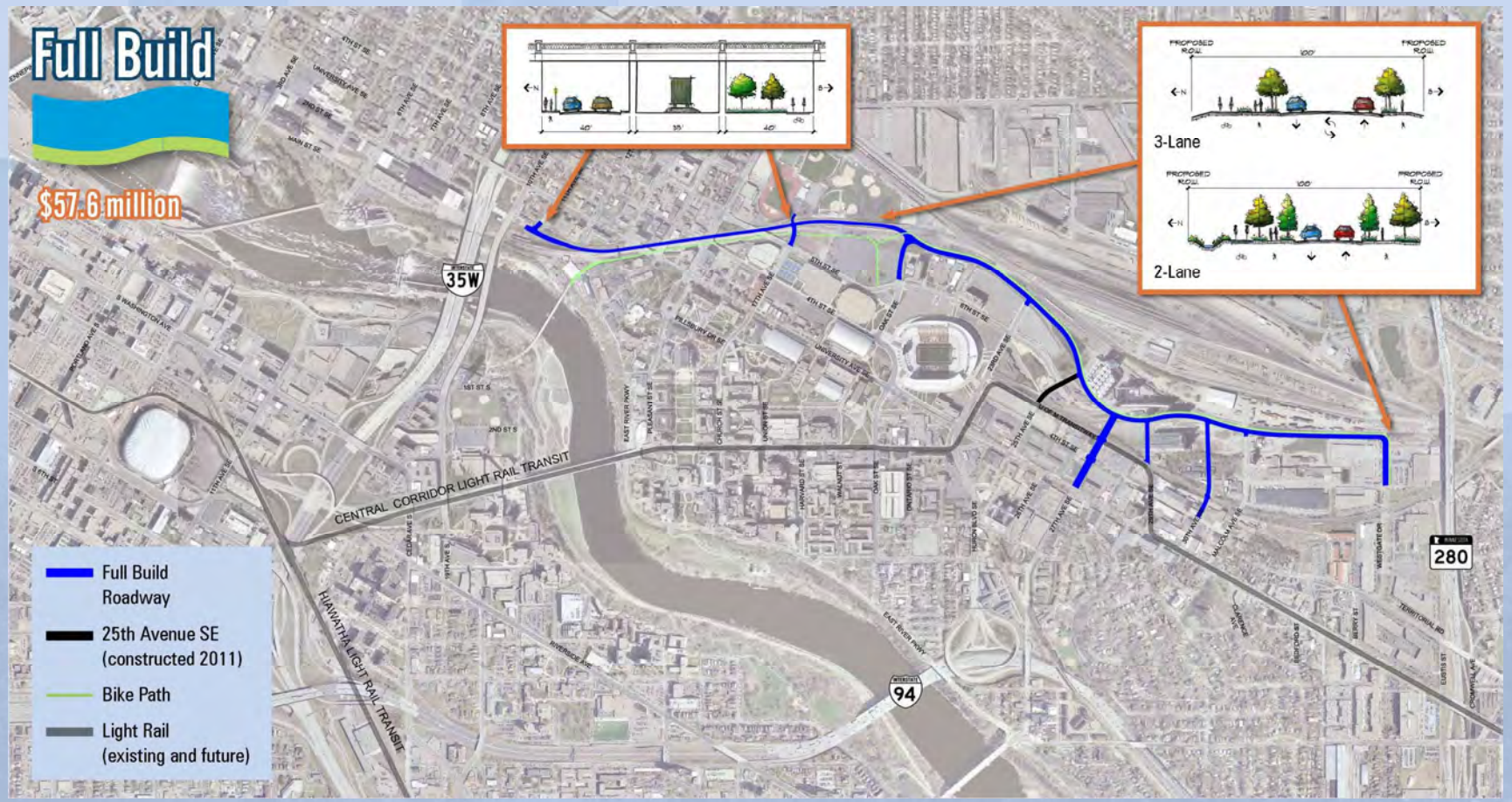
SEMI Access Alternative



SEMI Access Plus Alternative



Full Build Alternative



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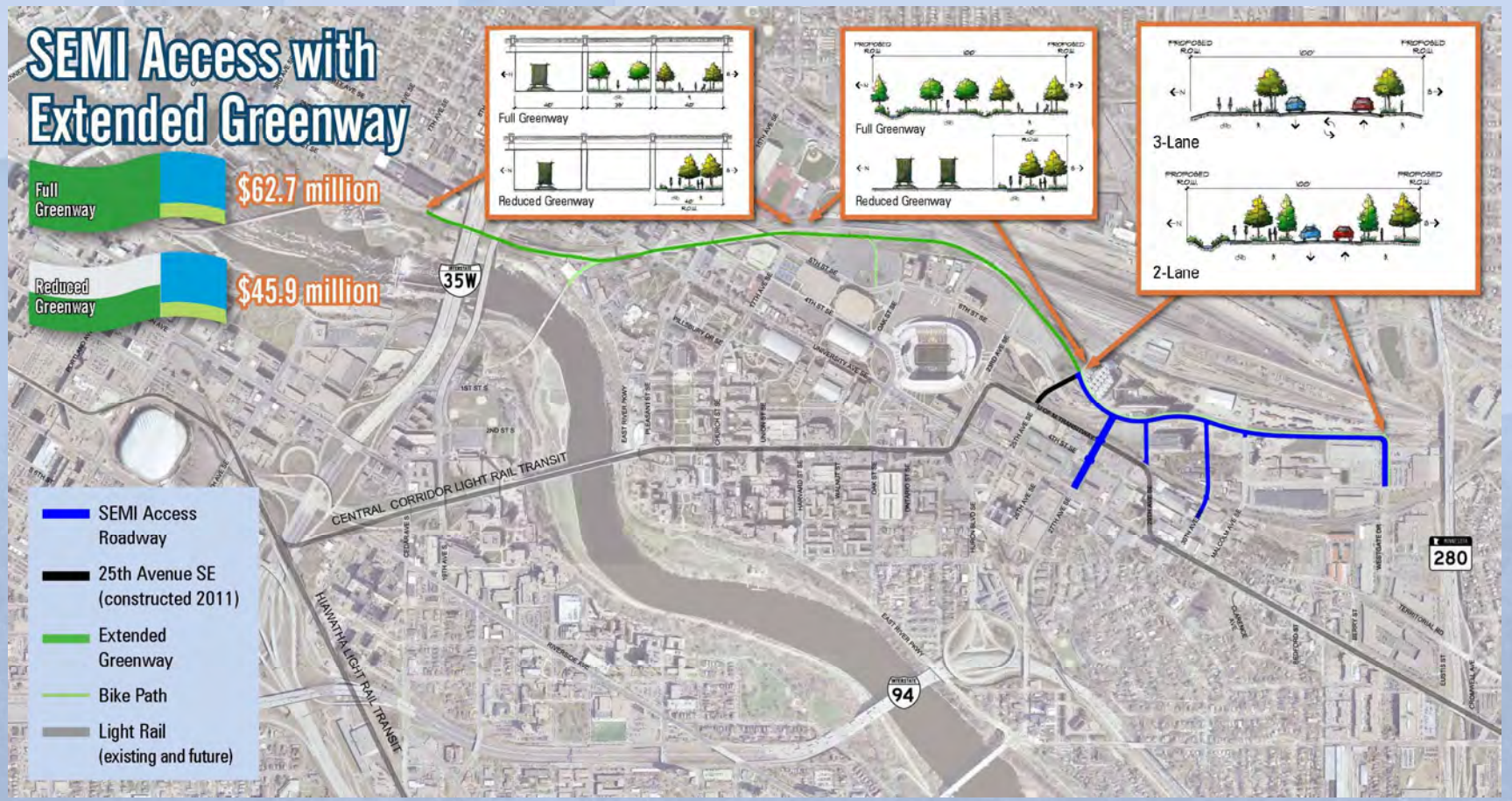
SEMI Access with Extended Greenway Alternatives



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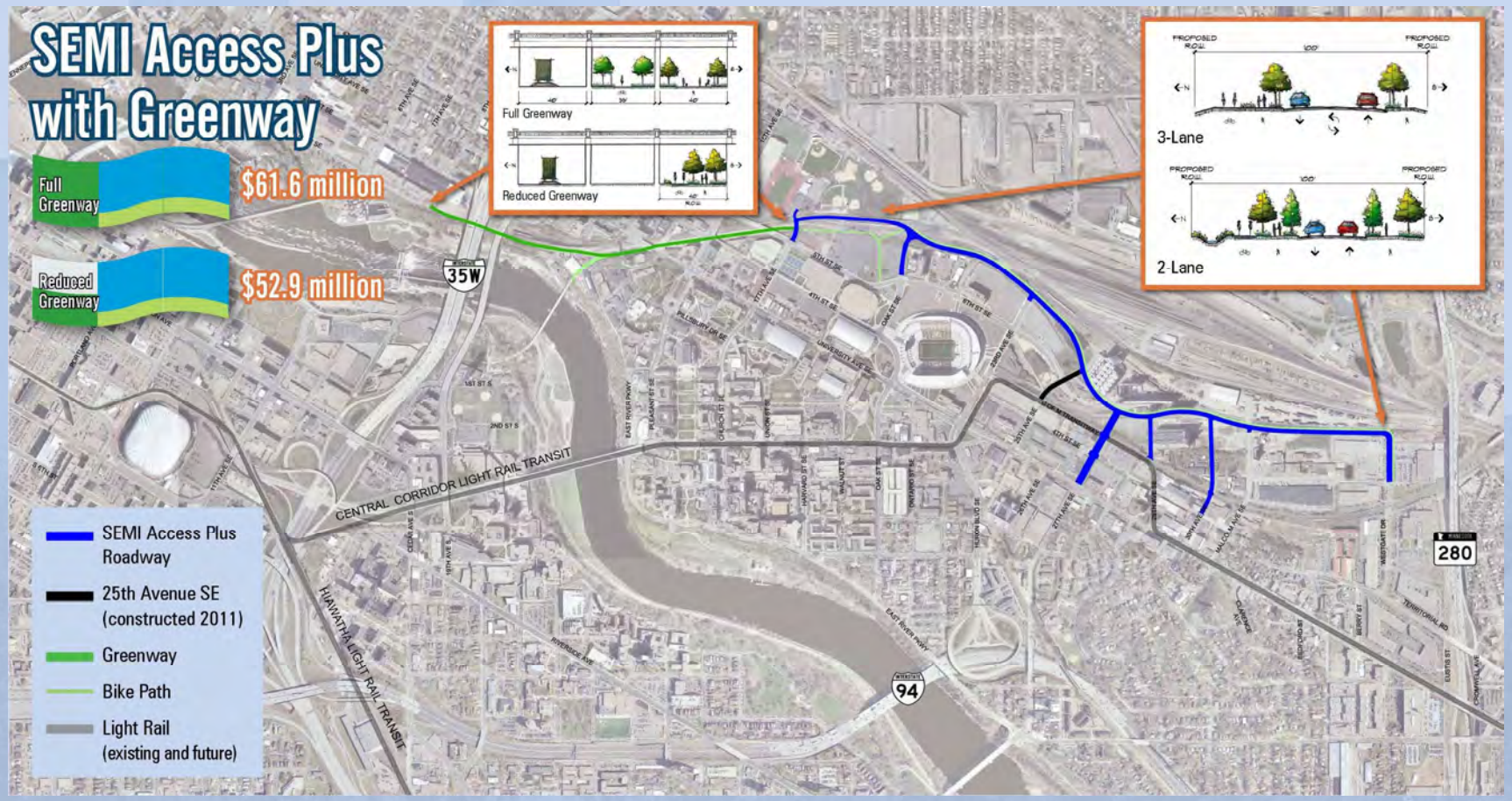
SEMI Access Plus with Greenway Alternatives



Alternatives Evaluation Process

- Establish units of measurement for each criteria
- Quantify measurements for each criteria for each of the alternatives
- Translate measurement to scores (1-5 points)
- Weight categories (based on input from Workshop 1)

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Alternatives Evaluation Process

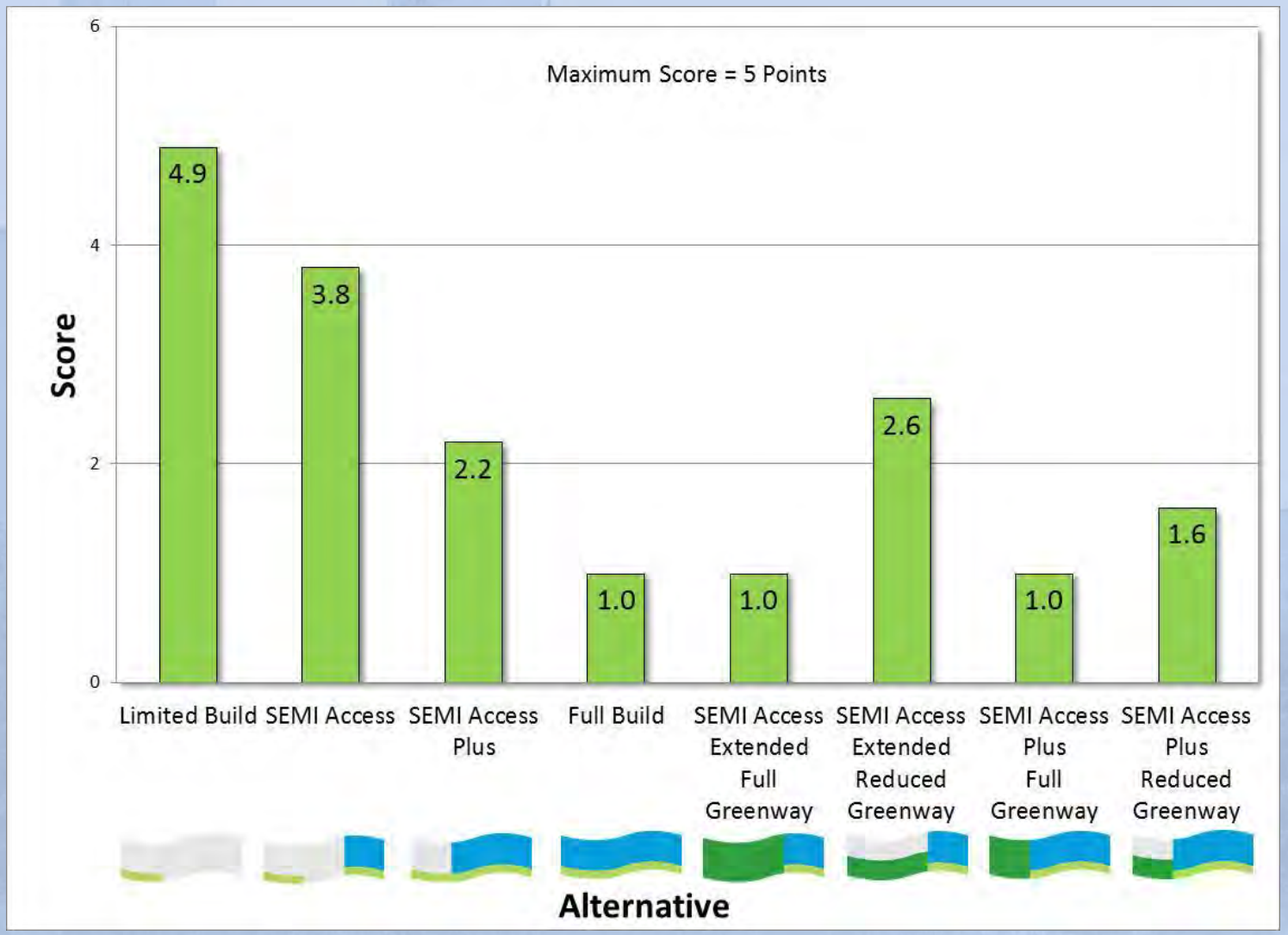
Granary Corridor Cost Benefit Analysis - Detailed Analysis and Scoring Results		Limited Build		SEMI Access		SEMI Access Plus		Full Build		SEMI Access with Extended Greenway				SEMI Access Plus with Greenway			
										SEMI Access Extended Full Greenway		SEMI Access Extended Reduced Greenway		SEMI Access Plus Full Greenway		SEMI Access Plus Reduced Greenway	
Criterion	Measurement	RESULT	SCORE (1-5)	RESULT	SCORE (1-5)	RESULT	SCORE (1-5)	RESULT	SCORE (1-5)	RESULT	SCORE (1-5)	RESULT	SCORE (1-5)	RESULT	SCORE (1-5)	RESULT	SCORE (1-5)
Vehicular Traffic																	
[illegible]	[illegible]	[illegible]	1	[illegible]	1.7	[illegible]	3.5	[illegible]	4.2	[illegible]	1.7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3.5
[illegible]	[illegible]	[illegible]	1	[illegible]	2.5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2.6	[illegible]	2.6
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	3.7	[illegible]	4.3	[illegible]	3.5	[illegible]	3.6	[illegible]	3.7	[illegible]	3.7
[illegible]	[illegible]	[illegible]	1	[illegible]	2.9	[illegible]	2.8	[illegible]	3.2	[illegible]	3.5	[illegible]	3.5	[illegible]	3.2	[illegible]	3.2
[illegible]	[illegible]	[illegible]	4.2	[illegible]	3.6	[illegible]	5	[illegible]	4.2	[illegible]	3	[illegible]	3.3	[illegible]	4.4	[illegible]	4.2
Vehicular Traffic Subtotal (25 Possible Points)		6.2		14.2		17.6		21.3		14.3		14.6		17.4		17.7	
Weighted Vehicular Traffic Subtotal (24 Possible Points)		7.9		13.6		16.9		20.4		13.7		14.0		16.7		17.0	
Other Modes (Ped/Bike/Transit)																	

Huge spreadsheet!!

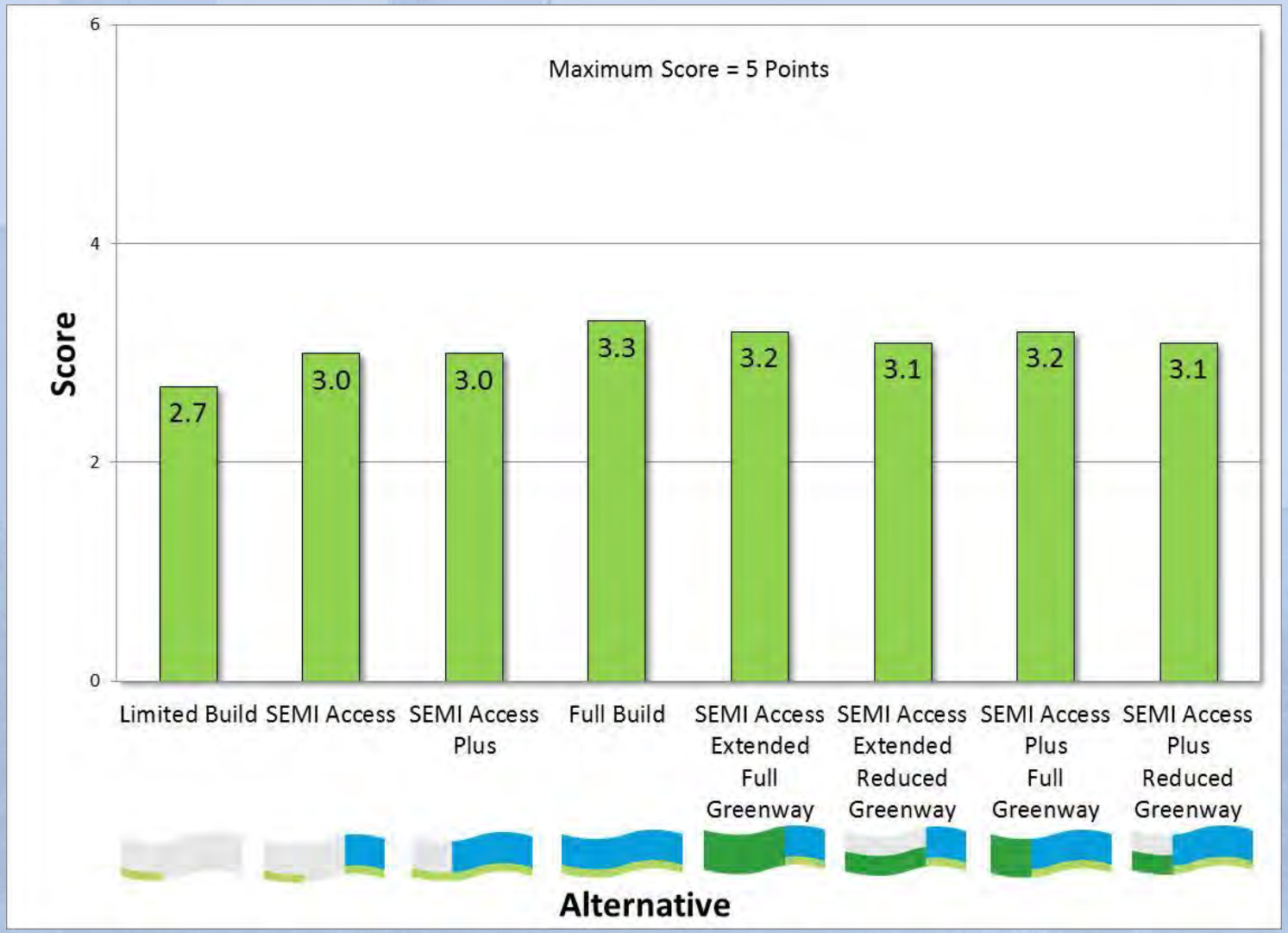
Workshop 2 – November 2011

- Objectives:
  - Present Phase 2 analysis results to representative group of stakeholders (same group as Workshop 1)
  - Gather input on evaluation methods and scoring
- Results:
  - Add reduced greenway options
  - Adjust methods for quantifying and evaluating economic development benefits
  - Reduce weighting of plan consistency criteria

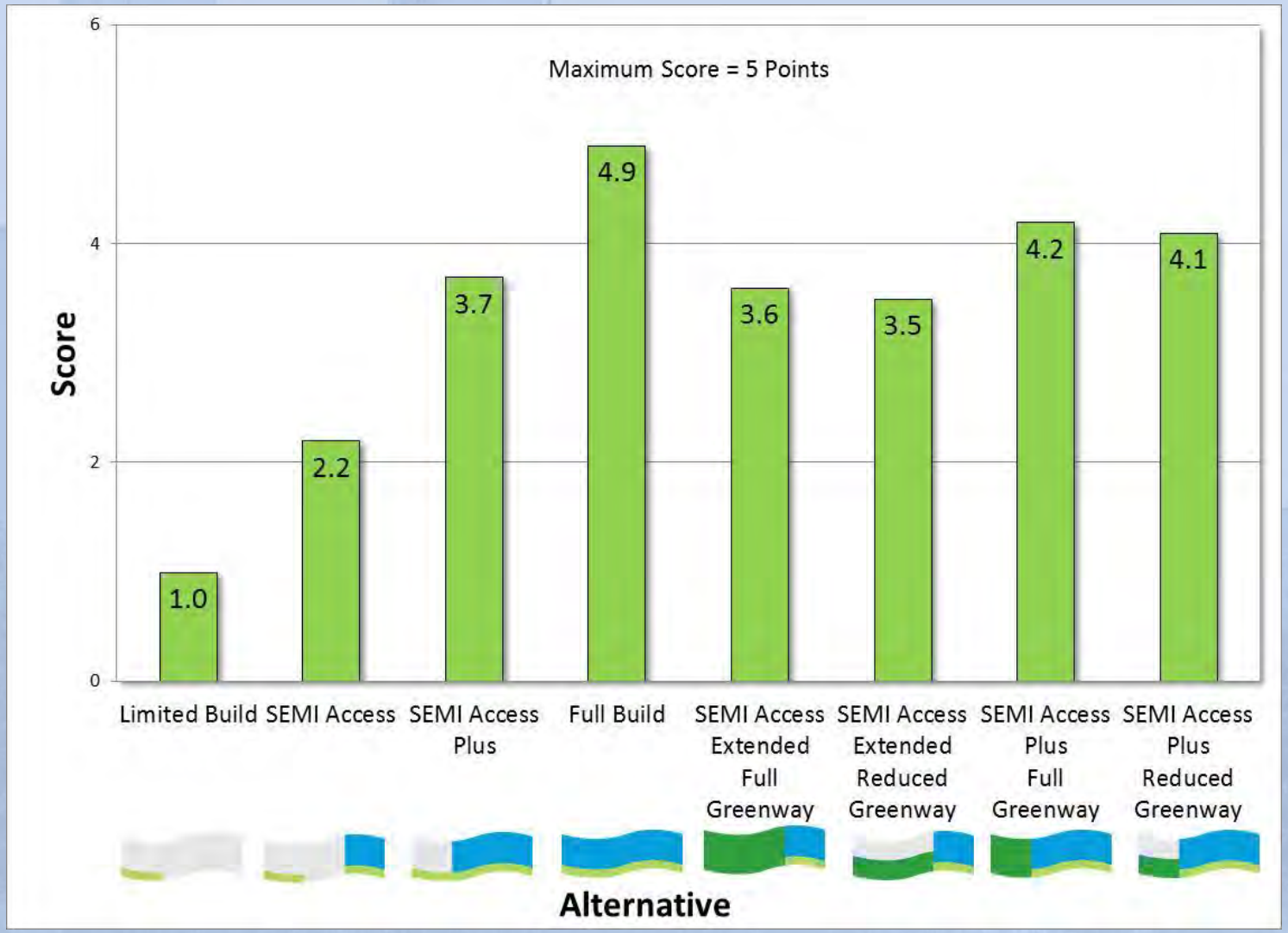
Evaluation Results - Railroad



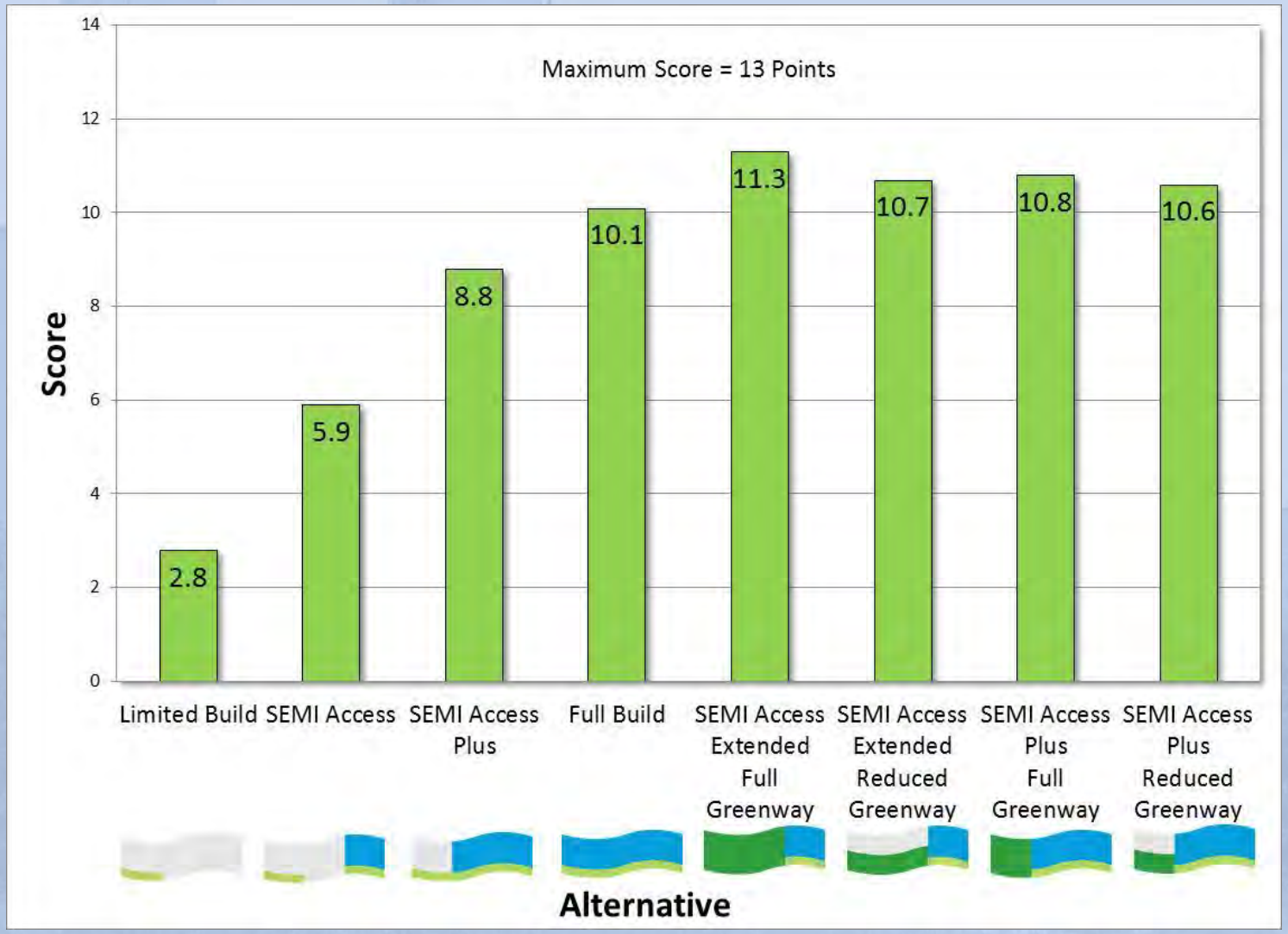
Evaluation Results – Environmental Quality



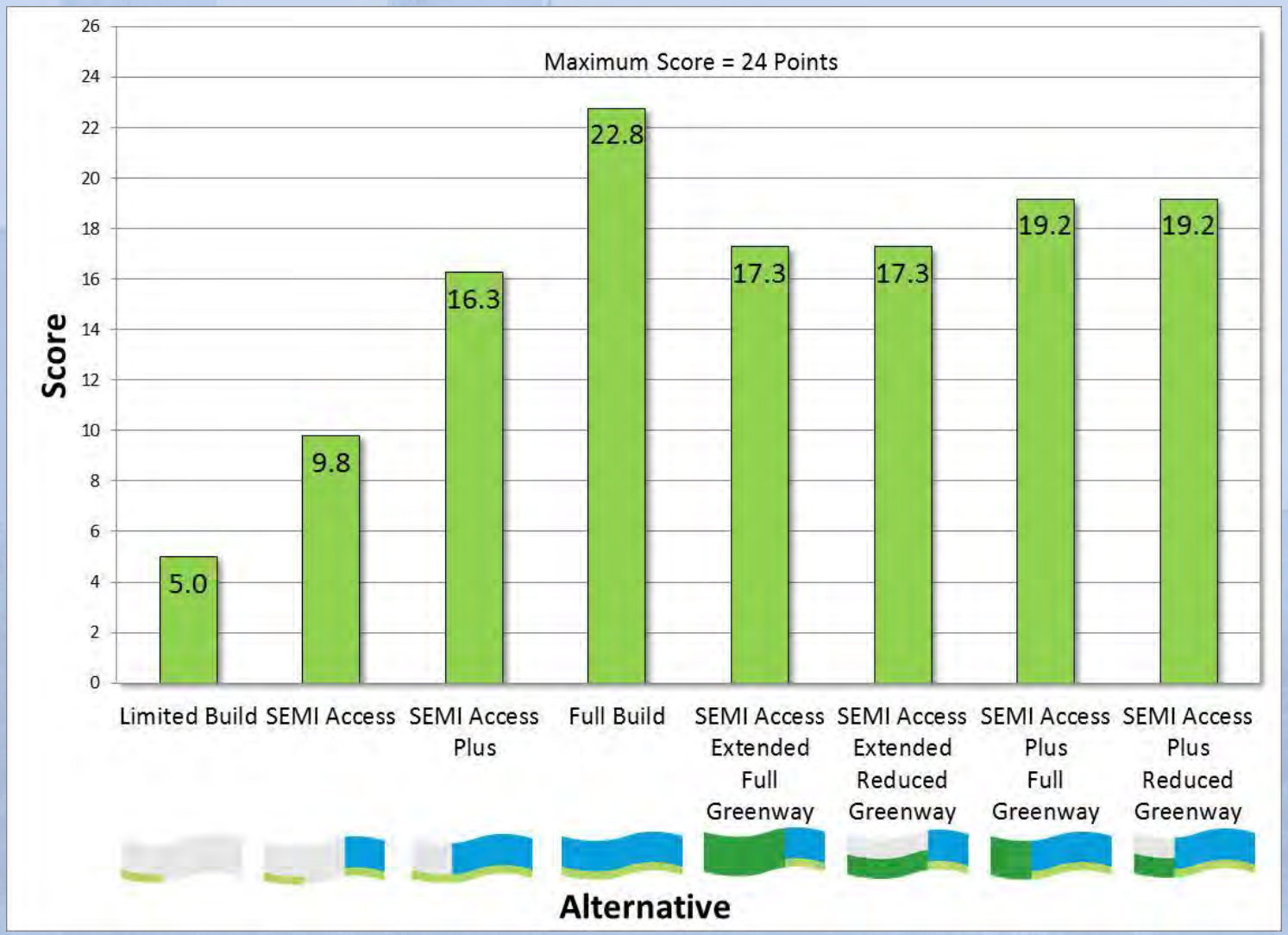
Evaluation Results – Plan Consistency



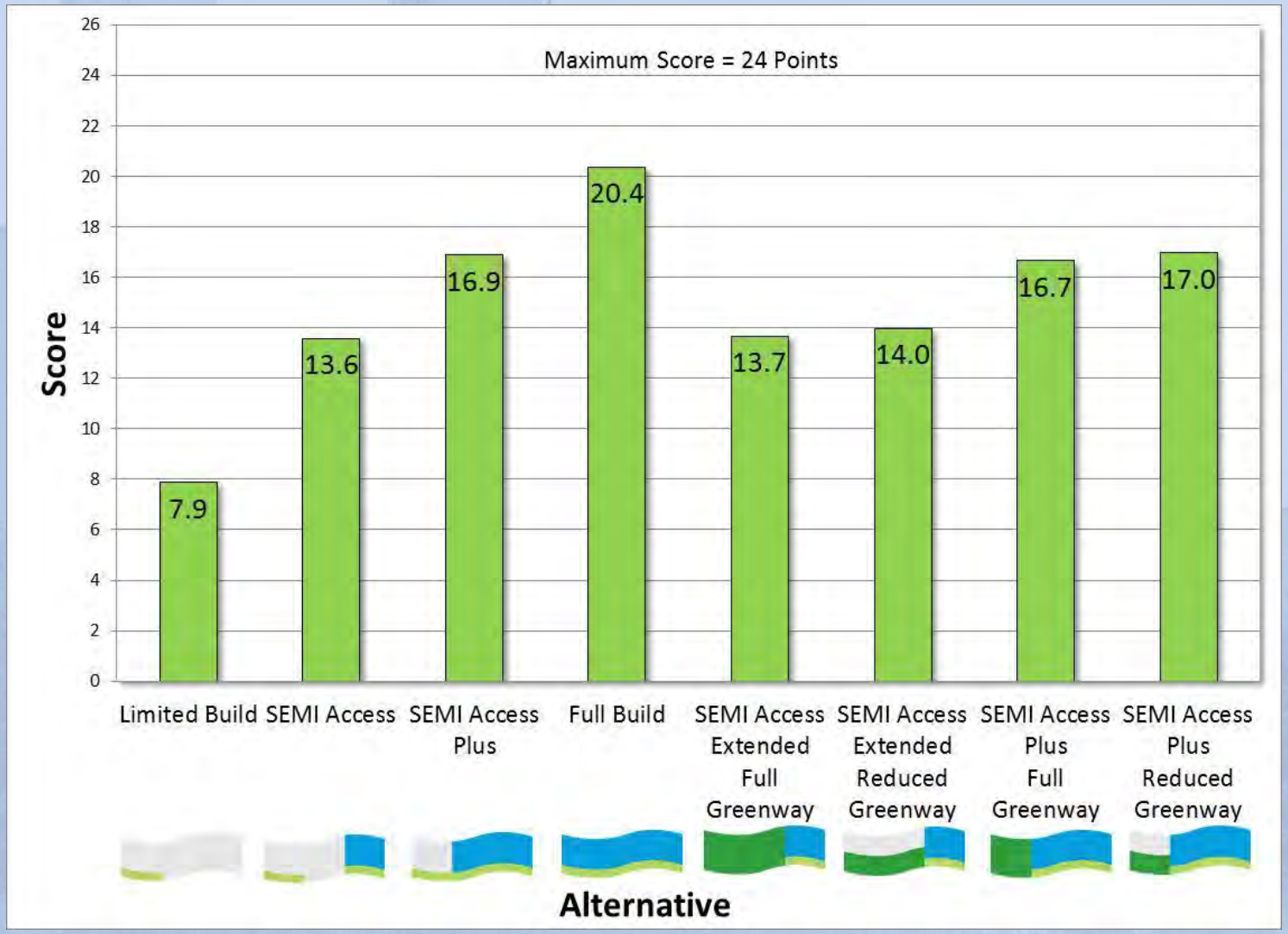
Evaluation Results – Other Modes (Ped/Bike/Transit)



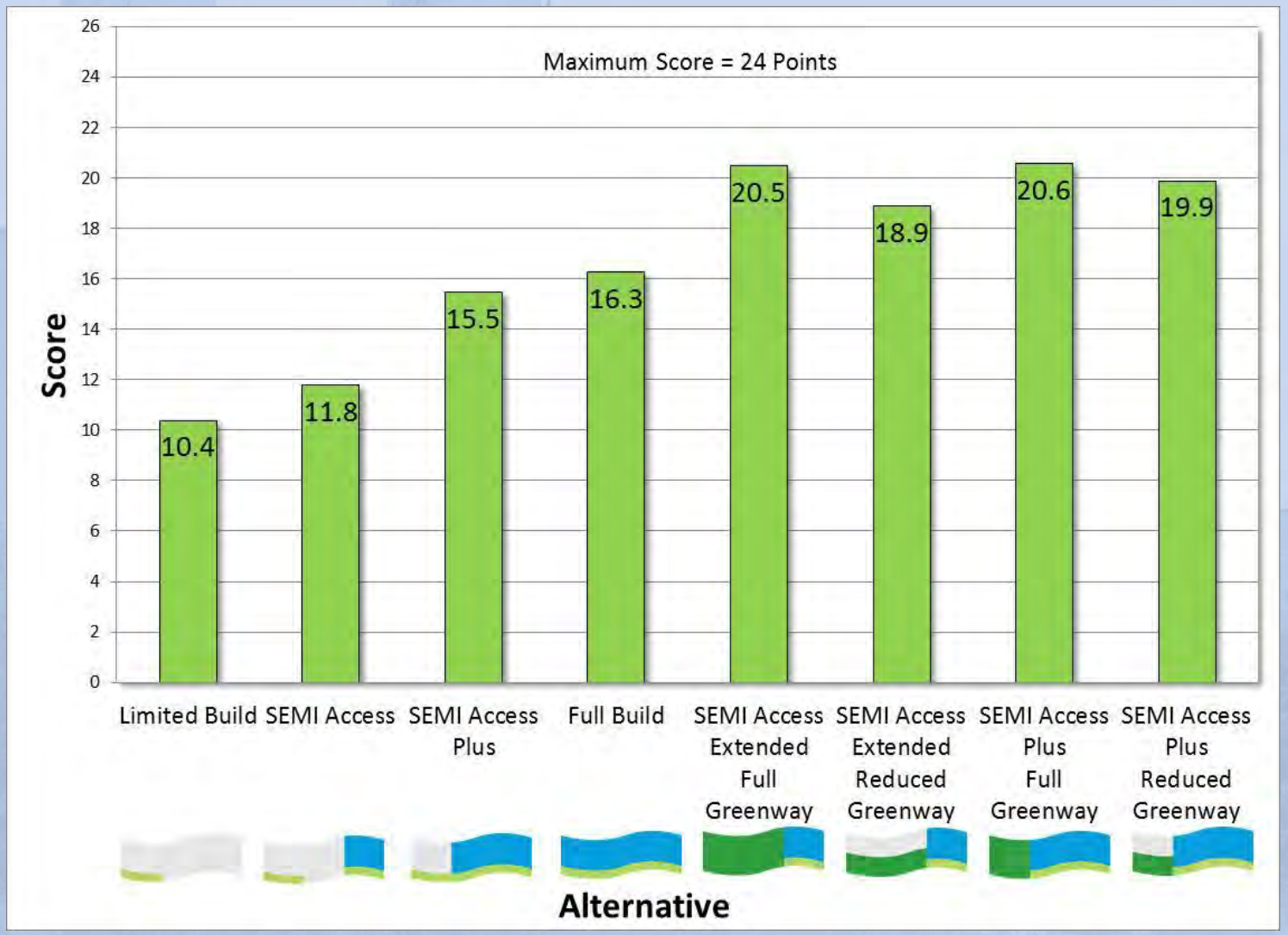
Evaluation Results – Economic Development



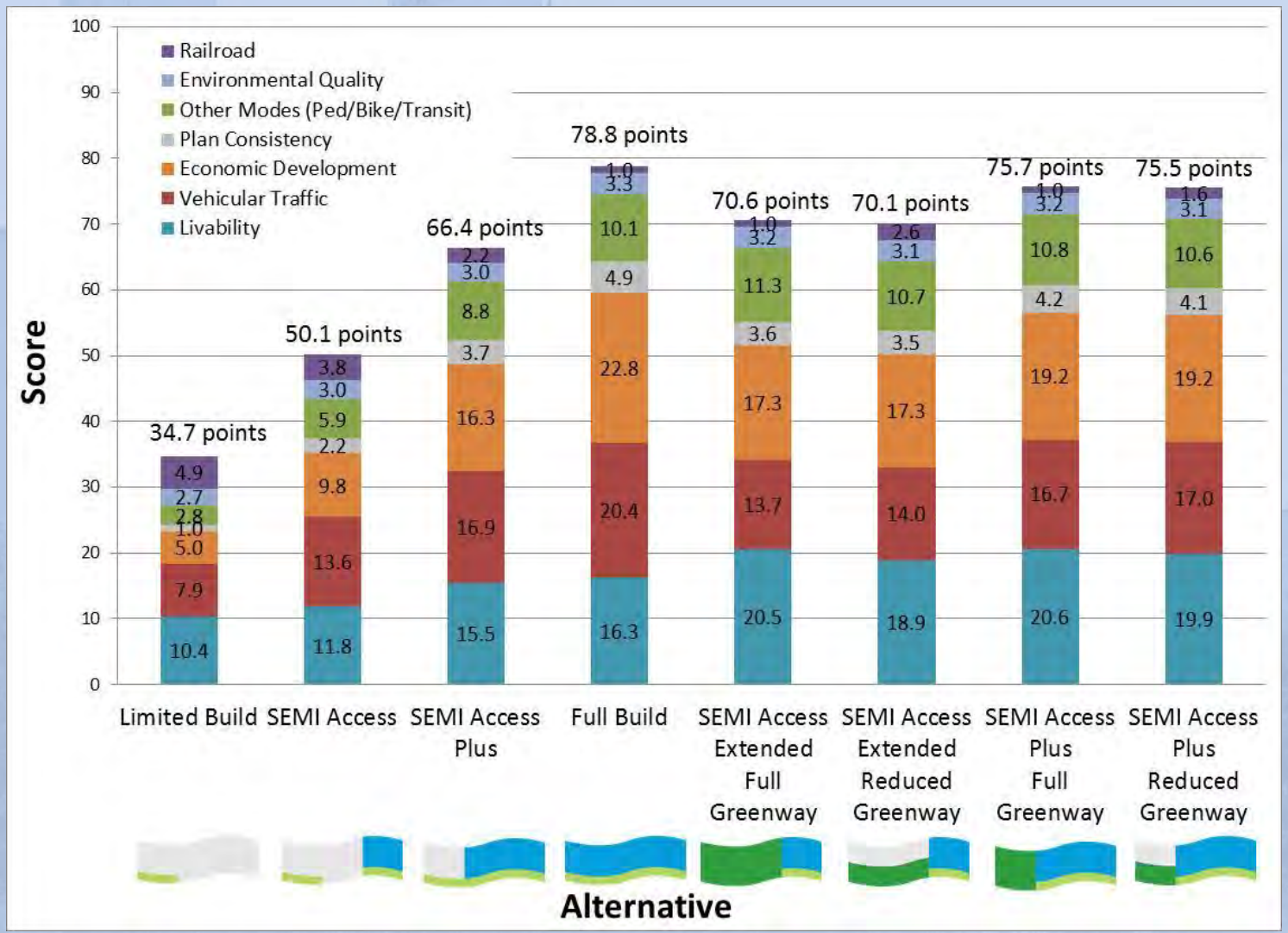
Evaluation Results – Vehicular Traffic



Evaluation Results – Livability



Evaluation Results – Total



Findings

Alternative	Limited Build	SEMI Access	SEMI Access Plus	Full Build	SEMI Access with Extended Greenway		SEMI Access Plus with Greenway	
					Full Greenway	Reduced Greenway	Full Greenway	Reduced Greenway
								
Benefits	Daily traffic volumes on University Ave SE and 4th St SE = 27,000-45,500 vehicles per day	Daily traffic volume reduced: 3,000 vehicles on University Ave SE, Huron Blvd to TH 280 (-13%)	Daily traffic volume reduced: 3,500 vehicles on University Ave SE, Huron Blvd to TH 280 (-15%) 1,000 vehicles on University Ave SE/4th St SE, 17th Ave SE to Huron Blvd (-2%)	Daily traffic volume reduced: 4,000 vehicles on University Ave SE, Huron Blvd to TH 280 (-17%) 2,500 vehicles on University Ave SE/4th St SE, 17th Ave SE to Huron Blvd (-6%) 5,500 vehicles on University Ave SE/4th St SE, I-35W to 17th Ave SE (-12%)	Daily traffic volume reduced: 3,000 vehicles on University Ave SE, Huron Blvd to TH 280 (-13%)	Daily traffic volume reduced: 3,000 vehicles on University Ave SE, Huron Blvd to TH 280 (-13%)	Daily traffic volume reduced: 3,500 vehicles on University Ave SE, Huron Blvd to TH 280 (-15%) 1,000 vehicles on University Ave SE/4th St SE, 17th Ave SE to Huron Blvd (-2%)	Daily traffic volume reduced: 3,500 vehicles on University Ave SE, Huron Blvd to TH 280 (-15%) 1,000 vehicles on University Ave SE/4th St SE, 17th Ave SE to Huron Blvd (-2%)
	5 key intersections operate at LOS E/F during 2030 peak hours	1 intersection on University Ave SE improves from LOS E to LOS C in 2030 PM peak	2 intersections on University Ave SE improve from LOS E to LOS C/D in 2030 PM peak	3 intersections on University Ave SE improve from LOS E to LOS C/D in 2030 PM peak	1 intersection on University Ave SE improves from LOS E to LOS C in 2030 PM peak	1 intersection on University Ave SE improves from LOS E to LOS C in 2030 PM peak	2 intersections on University Ave SE improve from LOS E to LOS C/D in 2030 PM peak	2 intersections on University Ave SE improve from LOS E to LOS C/D in 2030 PM peak
	9.9 min travel time from TH 280 to I-35W in 2030 PM peak	0.9 min travel time savings from TH 280 to I-35W in 2030 PM peak	1.0 min travel time savings from TH 280 to I-35W in 2030 PM peak	2.0 min travel time savings from TH 280 to I-35W in 2030 PM peak	0.9 min travel time savings from TH 280 to I-35W in 2030 PM peak	0.9 min travel time savings from TH 280 to I-35W in 2030 PM peak	1.0 min travel time savings from TH 280 to I-35W in 2030 PM peak	1.0 min travel time savings from TH 280 to I-35W in 2030 PM peak
	4,000 feet of trail	8,000 feet of trail	11,000 feet of trail	11,000 feet of trail	4,000 feet of trail 8,000 feet of greenway	4,000 feet of trail 8,000 feet of greenway	7,000 feet of trail 5,000 feet of greenway	7,000 feet of trail 5,000 feet of greenway
		Consistent with 2009 Grand Rounds Byway Master Plan	Consistent with 2009 Grand Rounds Byway Master Plan	Consistent with 2009 Grand Rounds Byway Master Plan	Consistent with 2009 Grand Rounds Byway Master Plan	Consistent with 2009 Grand Rounds Byway Master Plan	Consistent with 2009 Grand Rounds Byway Master Plan	Consistent with 2009 Grand Rounds Byway Master Plan
	Limited green space	3.8 acres green space	7.8 acres green space	9.9 acres green space	14.9 acres green space	7.5 acres green space	13.5 acres green space	9.7 acres green space
	Vehicle access to 6 redevelopment parcels	Vehicle access to 12 redevelopment parcels	Vehicle access to 15 redevelopment parcels and 4 University parcels	Vehicle access to 15 redevelopment parcels and 7 University parcels	Vehicle access to 12 redevelopment parcels	Vehicle access to 12 redevelopment parcels	Vehicle access to 15 redevelopment parcels and 4 University parcels	Vehicle access to 15 redevelopment parcels and 4 University parcels
	Land use projections = 220 households and 700 jobs	Land use projections = 550 households and 1,750 jobs	Land use projections = 690 households and 2,650 jobs	Land use projections = 1,330 households and 4,500 jobs	Land use projections = 980 households and 3,400 jobs	Land use projections = 980 households and 3,400 jobs	Land use projections = 1,010 households and 3,580 jobs	Land use projections = 1,010 households and 3,580 jobs
Impacts	Requires 0.2 acres of railroad right-of-way	Requires 3.9 acres of railroad right-of-way	Requires 9.4 acres of railroad right-of-way	Requires 13.6 acres of railroad right-of-way At-grade rail crossing near 17th Ave SE Traffic volumes increased 1,500-2,000 vehicles per day on 2nd St SE, 8th Ave SE, and 11th Ave SE	Requires 13.6 acres of railroad right-of-way	Requires 8.8 acres of railroad right-of-way	Requires 13.6 acres of railroad right-of-way	Requires 11.5 acres of railroad right-of-way
	Cost $5.4 million	Cost $21.8 million	Cost $37.7 million	Cost $57.6 million	Cost $62.7 million	Cost $45.9 million	Cost $61.6 million	Cost $52.9 million

Findings

- More Investment = More Benefit
  - Full length alternatives (Full Build and Greenway) have highest costs and highest scores
- Cost/Benefit Ratios
  - Diminishing Returns
    - SEMI Access score is 1.4x Limited Build score, but at 4.0x the cost
    - Full Build score is 1.6x SEMI Access score, but at 2.8x the cost
  - Reduced Greenway alternatives have similar scores to Full Greenway, but at lower cost

Next Steps

- Final Report – May 2012
- Minneapolis Public Works meeting with decision makers from partner agencies
  - Consider project benefits and costs relative to citywide needs and budgets
  - Railroad right-of-way acquisition and impacts to existing railroad operations will be key